### 4 YEARS AGO

Prof. W. O. Atwater wrote from his chemical laboratory Wesleyan University. Middletown, Conn.

" I believe that a combination of Beef Suet and Cottonseed Oilnothing else, not even coloring matter-would, provided the ingredients of themselves, of course, are perfectly pure and wholesome-make a valuable addition to our food products and be very desirable."

### HERE YOU ARE! FAIRBANK'S COTTOLENE

Compound of purest delicately refined Cotton Oil crushed from sound selected seed together with choicf Suet. This perfecof cooking fat upes s lard for all cooling

es the work and saves half your money.



N. K. HAIRBANK & CO. St. Louis, Mo.

WHITSITT & Co. the Fort Worth Gazette

ATTORNEYS CHAME J. G. SLATER J. K. ROTHERT.
H. HULL
ASE & SLATER LAW AND CL. to in the Court of the United and Claims, and the ore congress. Claims for epredations collected. Pension cases of Fatents promptly secured. Caretion given to all classes of land cases arrangements made with local attory transfer of cases. HOUSTON & MEEK ATTOPNEYS AT LAW.

in Powell hild g, Main St., Ft. Worth Tex. WM. H. LOCKETT, ATTORNEY AND COUNSEL Abilene. - Texas. Mention the Fort Worth Gazette.

PRANE W. BALL, E. W. TEMPEL PORTER BALL BALL, TEMPEL & BALL

## WYERS

Over City National Bank,

T. SELVEDGE.

MEY AT LAW. ss intrusted to me will be premptly tiended to. Ennis. Texas. CHOST & HUNT.

ATTORNEYS AT LAW

F. E. ALBRIGHT.

TTOOSET AT LAW. supreme court H MOORE.

MALAND AGENT ATTORNEY stairs in Johnston Building, Brown CROSS & BANHILL,

LAWYERS THE LAND AGENTS. Valuable Lands for Sale. RUGELLY & WALKER

ATTORNEYS AT LAW.

INSURANCE AGENTS. REARD & KITCHEN,

PRINTERS. J M FLEMISTER, COMMUNICIAL PRINTER, Waxabachie, Tex ARCHITECTS.

DENTISTS. DIS. ABDILL & MATTE DENTISTS,

" fin and Main Sts., Fort Worth, Tex MATFIELD BROS.

sce, 509 Main. Gold m and bridge Work a specialty. All work PATENTS.

ATENTS WM. G. HENDER olicitor of Americ Mention the Fort Worth Gazette

ATENTS\_II you wi ENTS If you were to H. H.
RR. SOL to Fort Worth. Texas,
D. S. Patent Office. Washington, B. KERR, SOLI

Mention the Fort Worth Gazette

# AN OPEN LETTER.

[Continued from the Fifth Page.]

your intervention, and no such opportunity
has been accorded us. We now request
that your circular No. 43 be made noneffective until you have provided that equal
justice can be afforded each line in interest.
W. V. Newlin.
Un to the present writing I have re-Up to the present writing I have re-ceived no reply.

I quote below the commission's mileace rates on lumber now in effect between any two stations within the state of Texas: RATES IN CENTS PER 100 POUNDS.

	MILEAGE.	ato
	10 miles and under	4
	15 miles and over 10 miles	4
	20 penes and over 15 miles	5
	lies and over 20 miles.	5
l	attioniles and over 25 miles	7
۱	miles and over 30 miles	7.1
ı	10 miles and over 35 miles	8
ı	45 miles and over 40 miles	8 1
ı	50 miles and over 45 miles	9
ı	miles and over 50 miles	9.5
ı	600 miles and over 55 miles	10
١	65 miles and over 60 miles	10.
ı	70 miles and over 65 miles	11
ı	75 miles and over 70 miles	11.
ı	8) miles and over 75 miles	13
ı	25 miles and over 80 miles	12.
ı	10 miles and over 86 miles	13
ı	95 miles and over 90 miles	
1	100 miles and over 10 miles	14
ı	125 miles and over 100 miles	
ı	130 miles and over 125 miles	16
ı	200 miles and over 150 miles	
	250 miles and over 200 miles	18
1	100 miles and over 250 miles.	19
ı	350 miles and over 300 miles.	20
ı	430 miles and over 350 miles	21
J		
1	200 miles and over 43) miles 150 miles and over 500 miles	23
1	600 miles and over 500 miles	374
į	6 miles and over 60 miles	1213
	700 miles and over 650 miles	40
1	The second terms of the continues	14.6

Over 700 miles It will be observed that you have quoted If will be observed that you have quoted in this tariff as equitable and just revenue to be derived by any one line for a haul of eighty-five miles or over eighty miles 12.5 cents per 100 pounds in carional lots. In yell circular No. 43, fixing the divisions of tween the Southern Pacific, Houston and fexas Central, and Fort Worth and Denver City reliable. City railways, the maximum revenue which quallow the Fort Worth and Denver City fallway for hauls up to and including 441 niles is 12.4 cents per 100 pounds, thereby ompelling this company on a division of a ate to perform nearly six times greater ervice at one-tenth of a cent per 100 pounds ervice at one-tenth of a cent per 100 pounds ervice at one-tenth of a cent per 100 pounds are to perform on an eighty-mile haul.

For fear that you may use your usual argument that this is an extreme case, I oklaunion, our haul 155 miles, you have reduced the through rate 4½ cents and reduced the revenue of Southern rate and increased the revenue of Southern rate and increa cite from your own tariff the rates ch you publish as equitable and just to one line on which tumber has origin and destination as compared with the revenue which you have kindly allowed this company as division of the rate on corre-

MILEAGE.	sion's	Allowed Ft. W. &
36 miles 99 miles 155 miles 50 miles 50 miles 50 miles 50 miles 50 miles 338 miles 443 miles 443 miles	80 140 170 170 170 200 583	4.9c 7 c 8.8c 8.7c 9.4c 10.1c 11.9c

The foregoing figures demonstrate the fact that you consider any one line enjoy-ing the entire naul and consequent gross rate, entitled to 50 per cent more revenue than you consider any two lines entitled to for a corresponding haul; and, furthermore, that you consider it perfectly equitable and just that any one line enjoying the entire haul of eight miles should be entitled to one-tenth cents per 100 pounds more reve-nue than you consider a line which has to participate in a division of a rate entitled to

participate in a division of a rate entitled to for a 441-mile haul.

I have no doubt when you read this you will proclaim it to be ridiculous and deny your own tariff the same as you did in my argument before you giving a practical flustration of the working of your original illustration of the working of your original commodity tariff No. 1 on grain, etc. But a little mature digestion will convince you that the figures I have quoted are abso-lutely correct. They ought to be, at least, as they are taken from your own publica-

Your honorable commission has publicly of that the enilponds had nothing whatever to do with protecting the commer cial or competive interests of the country nd you have further publicly announced that your straight mileage rates are based in the principle that every commercial location should be entitled to the benefit arising from the advantages therefrom, and that the railroads should receive compensation according to the service performed. that they had no right to tax legitimate dustries on their line by reducing their revenue in order to enable more distant and less favored commercial locations to enter into competition. Let us see if you have not, in practice, stultified the very principle which you proclaim in justification of your straight mileage basis: In the first place we will take Jefferson, Tex., 195 miles from we will take Jenerson, Tex., 183 miles from Fort Worth, as representing an average haul on lumber from the Texas and Pacific mills to Fort Worth. In order to put the Southern Pacific mills, including Beau-nont, on a competitive basis with the Texas and Pacific mills, you made Houston mileage instead of Beaumont mileage apply on luminstead of Beaumont mileage apply on lum-ber from Beaumont to points on our line, thereby depriving the Texas and Pacific mills of that advantage of location which the advocacy of your principle should ac-cord them; but, furthermore, in the second place, wantonly and recklessly deprived the Fort Worth and Denver City railway of that legitimate revenue which it should derive had you put your principle in practice that a line should receive revenue accord-ing to the service performed. We will verify this statement by still further figures of which you were fully cognizant as veriof which you were fully cognizant as veri-fied in the foregoing correspondence, and will give you a comparison of the revenue which you have forced us to accept on lum-ber from Southern Pacific mills delivered us at Fort Worth as compared with the

from Fort Worth.	F. W. & D. revenue on So. P. lumber.	F. W. & D. revenue on T. & P lumber.	F. W. & D. C.'s sac- rifice to meet dis- tant competition
miles	5.1 7.4 8.3 8.7 9.4 10.4 11.9 11.9	8 9 10 11 14 15 16 17 18	2 9 1 6 1 7 2 3 4 6 4 8 5 1 5 3

revenue we at present derive on lumber from Texas and Pacific mills delivered us

contrary to your avowed principle you force us, in order to place Southern Pacific fumber on our line in competition with Texas and Pacific lumber, to accept on Southern Pacfic lumber even at the mininum weight of 24,000 pounds per car, the following revenue per car less than we derive on Texas and Pacific lumber:

Mileage.	Reduction per car of 210 01bs.	Milgage.	Re 'uction per car of 24,000 lbs.
52 miles 105 miles 155 miles 200 miles 220 miles	8 6 96 3 81 4 08 5 52 11 0	37. miles 378 miles 401 miles 412 miles	\$11 04 11 58 12 24 12 78

As lumber averages about 35,000 pounds instead of a minimum of 24,000 pounds the reduction in our revenue per car would of course be much greater than the foregoing figures, which are based on the minimum weight. Notwithstanding the fact that the reduction in the through rates from Southard Paping Points mills to points on our line was ern Pacific mills to points on our line was

tion with the Texas and Pacific mills, and in the direct interest, and on the demand of the Southern Pacific milis and Houston and Texas Central railway, and in face of the fact that the Fort Worth and Denver City railway has no interest whatever in placing Southern Pacific lumber on its line in competition with Texas and Pacific lumplacing Southern Pacific lumber on its line in competition with Texas and Pacific lumber at less revenue than it derives on the lumber coming from Texas and Pacific mills, and the further fact that the Texas and Pacific mills are fully able to supply all the demand for lumber on our line, you have in the adjustment of divisions between the Southern Pacific and Houston and Texas Central railways and this company not only forced the Fort Worth and Denver railway to stand every cent of the reduction railway to stand every cent of the reduction in the through rate, but compelled them to stand an additional shrinkage in their revenue in the amount of the increased proportion which you have allowed the Hous-ton and Texas Central railway and South-ern Pacific railway out of the reduced rates in excess of what they were receiving out of much higher rates in effect previous to the promulgation of your tariffs. I-will cite only a few instances in verification of

as well to every station on our line NATES IN CENTS PER 100 POUNDS. So. Pac. and H. and T. C. Proportion ME W 1 Old Prop'n New Prop'n 25 miles 21% 19 40 miles 21% 20 6 miles 21% 20 15 miles 211, 21 155 miles 26, 22 200 miles 26, 23

10 miles 32 25 403 miles 32 27

From the foregoing figures you will ob serve that on lumber from Southern Pacific mills to Rhome you have reduced the through rate 2½ cents per 100 pounds, and on our haul of twenty-five miles reduced our revenue 3% cents and increased the Southern Pacific and Houston and Texas Central railways' revenue 8 cents per 100 pounds; to Decatur you have reduced the through rate 14 cents, and on our haul of forty miles reduced our revenue 2.65 cents and increased the revenue of Southern Paand increased the revenue of Southern Pacific and Houston and Texas Central rail-ways 1.6 cents per 100 pounds; to Bowie you have reduced the through rate 1½ cents, and on our haul of sixty-eight miles reduced our revenue 2.55 cents and in-creased the revenue of Southern Pacific and Houston and Texas Central railways 1.3 Houston and Texas Central railways 1.3 cents per 100 pounds; to Carlyle you have reduced the through rate one-quarter of a cent per 100 pounds, and on our haul of 105 reduced the through rate 4% cents and reduced our revenue 4.85 cents per 100 pounds and increased the proportion of the Houston and Texas Central railway and Southern Pacific railway 7 cents per 100 pounds; to Gypsum, our haut 200 miles, you have reduced the through rate 6% cents and reduced our revenue 6.05 cents, and increased the Southern Pacific and Houston and Texas Central railway's revenue 1.3 cents per 100 pounds; to Claude, our haut 308 miles, you have reduced the through rate 7 cents per 100 pounds and reduced our reverse. cents per 100 bounds and reduced our revenue 8.8 cents and increased the Southern Pacific and Fouston and Texas Central railways proportion 16 cents per 100 pound; to Hartley, our haul 403 miles, you have reduced the through rate 5 cents per 100 pounds, and reduced our revenue 7.1 cents and increased the proportion of the cents and increased the proportion of the Southern Pacific and Houston and Texas Central railways 1,3 cents per 100 pounds. I can readily understand how easy it was

for Mr. Ripley to so embarrass you as to make you believe that a decision in his favor was necessary for the salvation of your tariff; but in view of the foregoing clearly defined facts showing how the principle on which it was based has been stultified. I trust you will immediately reconsider the decision embodied in your circular No. 43, and render this company justice. I beg to advise you that the average revrough to advise you that the average revenue which our company received on lumber from Southern Pacific mills previous to the reduction in rates made by your commission was 14 cents per 100 pounds, including long and short hauls. You have reduced it to an average of about 8 cents per 100 miles. It is useless to state, for the fact is self-evident, takes in connection.

fact is self-evident taken in connection with the gross tonnage which this road transports, that the revenue which you have allowed us on lumber from Southern Pacific mills will on an average only, under the most favorable circumstances, pay the cost of transportation. This being admitted, you have unquestionably confiscated just revenue which this line is entitled to. No man who reads the foregoing statement can, or will, conscientiously deny that you have used the power which the state entrusted to you to crush the weak and strengthen the strong, and I am much afraid the lesson it teaches will drive the last nail in the coffin of any projected or contemplated new railroad building within the state. I very much doubt if even Gov-ernor Hogg would now be willing to entrust the school funds of this state in a railroad enterprise subject to this class of legisla-

In my argument before your honorable body wherein I showed the practical work-ing results of your original commodity tar-iff No. 1, you will recollect that the chair-man denied his own tariff and stated it was absurd to suppose any body of men would formulate such a document. Every tariff you have issued since the promulgation of your modified tariff No. 1 would bear the

same just criticism.
Your commission in all its joint discus-sions with freight agents has laid great stress upon the fact that the state has granted the railway companies large subsi-dies as aid in building their roads, and that on this account their present issue of securities bore a fictitious value, and the roads were not entitled to revenue which would pay the interest on these securities. The fallacy of this argument was clearly demon stoated to you, but unfortunately for the Fort Worth and Denver City railway, it appears that the demonstration was too convincing, and that you have reversed your original idea on this subject. President Morgan Jones asked me to-day if I supposed the reason why you confi cated our revenue and converted it into the treasury of the Houston and Texas Central railway was because the state had made that railway a magnificent donation, and had not given the Fort Worth and Denver City railway a dollar of donation in land or money. This question was certainly very pertinent, it being known the Houston and Texas Central owns immense tracts of valuable land in the Panhandle of Texas on and tributary in the Panhandle of Texas on and tributary to the line of the Fort Worth and Denver City railway worth at present from \$3 to \$10 an acre, donated by the state of Texas, whereas the Fort Worth and Denver City railway does not own an acre of land on or tributary to its own line or in the state of

Texas donated by the state. The evidence certainly only admits of an affirmative answer to Mr. Jones' question.

The commission's idea of a maximum rate evidently is the rate in effect at the termin-ation of a haul, regardless of distance or other conditions. For instance, the comother conditions. For instance, the com-mission's minimum rate of 28 cents per 100 pounds on lumber is not reached except on hauls of 700 miles or over, which is vir-tually the maximum haul as well as the maximum rate. My definition of the phrase "maximum rate" is, the highest rate in equity to the railroads and commercial interests which any given commodity will bear transportation under, regardless of distance hauled. If this is the correct definition, then certainly lumber that will stand a rate of 25 cents for hauls of over 700 miles would as effectually move at on that rate on hauls of 560 miles or over. This would establish the maximum rate for a distance up to which limit the road would a distance up to which limit the road would receive 1 cent per ton per mile. Does the commission consider 1 cent per ton per mile an exorbitant charge as a maximum rate by the roads in Texas? If not, why force them to perform the service for less? Experience teaches us that the movement of lumber to our Western stations was much greater when a 33-cent rate was in effect than it has ever been sine the commission.

than it has ever been since the commission reduced the rate to 28 cents. This will be my last appeal to the commission for justice for this company. I makes repo

have made it boldly, without fear or favor and in order to insure it the commission's and in order to insure it the commission's consideration, and possibly an anthrowledgement. I have made it public. My experience is that the commission does not consider communications from a general freight agent, representing millions of dollars of invested capital in this state, of sufficient moment, to call for even the courtesy of an achieve interpretation. of an acknowledgment. Very truly, W. V. Newlin,

Blaze at Denton.

### General freight agent.

Special to the Gazette. DENTON, DENTON COUNTY, TEX., Nov. 25.

—The residence of Mr. T. E. Gerren was discovered to be on fire at 9:30 this morning, and by the time assistance could arrive the building seemed to be almost doomed, the roof and ceiling being all on fire. But the prompt response of the fire department and citizens, by their efficient and per-sistent work extinguished the figures. The roof of the house was badly damaged, to-gether with the plastering, which was damaged by the water. The fraiture also was damaged by ramoval. The amount of dam-age in all is supposed to be about \$300. Inthis statement, although it applies equally sured.

the ears are caused by sell or hearing also re-Hood's Sarsaparilla, Ringing noises catarrh. Loss of sult from cata is a peculiarly suc cessful reme cures by puri AN INTERESTING LETTER.

Some of the Natural Opportunities Offered the Industrious and Enterprising Citi-

zen Who May Decide to "Pitch

His Tent" About Terrell, Tex. TERRELL Tex., Nov. 25.-Terrell is getting to the front in many things. Quietly and apparently unseen, new comers from other portions of Texas and from other states are settling in our midst. They come without demonstration; no noisy trumpet to herald their arrival; but all the same they come and settle down to business. It is an actual

and settle down to business. It is an actual fact that men with their families come in so quietly that only their near neighbors know they are here. This is really better than we had expected it to be, but it is right, exactly right.

There are other evidences of prosperity, one of which is the substantial improvements on the forms and elsewhere. There ments on the farms and elsewhere. There are fewer dug-outs and camps, but larger and better dwellings, barus and fences:better cattle, horses, hogs, chickens and every thing else. There is a general improvement in all lines which savors of permanence. The sturdy old farmers who left us—many of them—are coming back to Kaufman county, and when they come they generally bring somebody with them. Sefore they left their

sometody with them. aproad the news of the they were return-ews influenced others march. It is a fact and uletly to create a stir in od. These facts are the that a seve outh is on and has been on is a fact that the ground roughly wet for several this, the chinch bug the boll worm depre-ome instances severely. cotton and corn are t in a manner to be farmer. Cotton dried : nto the mar he spirits of crowds he streets, farm us get money to pay the r debts, merchant, collect their ac-counts, and a general air of rosperity per-meates the land. Then the schools are prosperous; the best of teachers, instruc-tion thorough and graduates worthy the name here or elsewhere. Churches are prosperous, good preachers, who have their salaries paid; excellent church buildings, and a great many of them. People patri-otic, courteous, generous, but not fond of bogus enterprises; love good neighbors, but don't take fits over every Snigglefritz that dashes into the community with three de-grees of impudence and brazen all over.

We have enough of that sort at home to keep everybody posted in that line. Farmers, the very element necessary to give honor and stability toan agricultural community, are coming along right in the face of all these apparently discouraging circumstances and gradually filling up the country, though thousands of acres of land remain unoccupied yet. These people are needed to help in the grand march towards needed to help in the grand march towards success and prosperity. There are enough places for 10,000 farmers who have small means and want homes. No trouble about being suited, but what the people want are being suited, but what the people want are men who know how to work and will work, are economical and honest. Such people, we think, help to stiffen the back and beau-tify the face of any country. We want such, must have such, and are getting such. Let them come on their own accord, see what is to be seen, and then get a piece of land to suit themselves and go to work in genuine earnest. The people here believe that from such men spring our statesmen, patriots and leaders in the great measures that tend to the betterment of the race.

We have enough of that sort at home to

We wait for such at morn, at noon and night. Such people are generally able to take care of themselves in any civilized country, and at the same time add to the country's wealth stability and good name That's the class any country needs, and the kind we are getting. Let them come, early, late and often.

Victor Coal Co., S. S. Potts, Man enth and Pecan. Office, Third and Main. Phone 229. Church organs at Colli

Best grades

Hard and soft coal

THE RICH TRIAL.

of the Defeuse.

Special to the Gazette. VERNON, WILBARGER COUNTY, TEX., Nov. 25.—Quite a sensation was produced in the Rich trial vesterday by the testimony of Dr. J. E. Dodson, the physician called in to see Miss Porter after the accident. He stated positively that the wound he found on the head of the deceased could not have been made by the carpeted fron produced in evidence and found near the scene of the accident. He said it would have produced

a gully-shaped wound. He also stated that he found dirt in the hair. He was a state's witness, but proved a boomerang for the defense. The trial still drags slowly alone and the courtroom continues crowded with eager listeners. reole Female Tonic has is claimed for it. It Merit always wins nd makes them uilds up wea

strong. SUITS.

Not the Will, Oh No, That Isn't Expected Suits to Break a Will.

SALEM, Mass., Nov. 25.—Two more suits have been filed in the Searles will case, both on the ground that the instrument was not properly attested. and that the testatrix was not of proper testamentary capacity. Appellants are Annie C. Saver-ance of Los Angeles, Cal., and Lyman Sherwood and Delia Sherwood of South East, Putnam county, N. Y.

Mr. Gladetone Fr long enough to

# LIVESTOCK.

Light Receipts of Texas Cattle at Chicago Yesterday.

PRICES STEADY TO STRONG.

American Livestock Commission Company Expelled by the Kansas City Livestock Exchange Directors-Choice Beef Steers Scarce-Sheep Firm.

St. Louis Stockvards. Special to the Gazette.

NATIONAL STOCK YARDS, ILL., Nov. 25. There were twenty-six cars of cattle on the market, common to fair in quality. Prices were stendy to strong without active inquiry for fat beeves. quiry for fat beeves.

J. T. Dougitt, Henrietta, sold 18 steers, 1019 pounds, at \$2.50; 8 cows, 798 pounds, at

G. M. Garnigle, Midland, sold 25 steers, 814 pounds, at \$2.25; 25 steers, 903 pounds, at \$2.35. at \$2.35.

Cowden & Crowley, Midland, sold \$5 steers, \$92 pounds, at \$2.50; 19 cows, 765 pounds, at \$1.60.

T. J. Puthy, Henrietta, sold 26 steers, \$83

pounds, at \$2,15. S. D. Rogers, Graham, sold 42 cows, 638 pounds, at \$1.50.
M. Ikard, Henrietta, sold 28 cows, 740 ounds, at \$1.60.

Heath & Cowen, Archer City, sold 25 cows, 678 pounds, at \$1.30.

J. T. Crain, Graham, sold 57 cows, 614 ounds, at \$1.25.

#### Chicago Stockyards,

Special to the Gazette Union Stockyards, LL., Nov. 25.— Cattle receipts to-day of Texans 1500 head. Prices were steady. The offerings were chiefly of cows and there were not enough good steers to make quotations. A few 881-pound steers sold at \$2.50, 523 and 668-pound heifers sold at \$1.75@(1.95) and 700 pounds at \$1.25; cows sold at \$1.65@(1.90); some 928-pound bulls sold at \$1.30; 142-pound calves at \$2.50.

B. L. Ragon, Ponk Creek, sold 488 heifers 688 pounds, \$1.95, Moran & Halsell, Wichita Falls, 27 calves 142 pounds, \$2.75; 12 heifers, 523 pounds, \$1.75; 6 bulls, 938 pounds, \$1.30.
Sawyer, McCoy & R., 75 steers, 881 pounds, \$2.50; 334 cows, 716 pounds, \$1.75; 931 cows, 719 pounds, \$1.75;

pounds, \$2.30; 334 cows, 716 pounds, \$1.75; 251 cows, 719 pounds, \$1.70. E. P. Davis, 68 cows, 689 pounds, \$1.75. Donnell Bros., Seymour, 30 cows, 673 pounds, \$1.75; 94 cows, 697 pounds, \$1.65; 16 cows, 739 pounds, \$1.65.

#### Kansas City Stockyards.

Special to the Gazette. STOCKYARDS, KANNAS CITT, Mo., Nov. 25.—Cattle receipts 4747, principally Western: quality common, scarcely any Texas offered. The market is quiet and unchanged. No choice beef steers on the market. Values steady to strong. Stockers and feeders market and standard wall. and feeders more active and steady, selling. \$2.50(d3.50; Western, \$2.25(d2.50). Hogs 5 to 10 cents higher. Bulk, \$3.55(d.58).

Sheep firm.

The Livestock exchange at a directors meeting to-day passed a resolution reviving the expulsion of the American livestock commission company in force from date.

#### Galveston Wool Market.

Special to the Gazette GALVESTON, TEX., Nov. 25.-Wool-Market closed quiet. Sales, 73,000 pounds. Unscoured wool—

SPRING-TWELVE MONTHS' CLIP. |This day. | Yestrd'y

Fine	18@30 19@22	17@19 18@31
PALL WOO	H.	
GRADE.	This day.	Yestrd'y
Fine	176290 176290 186215 196214	15 @18 18 @19 194@15 11 @19

St. Louis-Wool. St. Louis, Mo., Nov. 25.-Wool -Receipts, 16,100 pounds; shipments, 90,800 pounds. Market steady and dealers moving some stock; but little doing from first hands.

Special to the Gazette.

BOSTON, MASS., Nov. 25,-Wool-Better demand. Prices steady.

## St. Louis-Livestock

Sr. Louis, Mo., Nov. 25.—Cattle—Receipts, 2800; shipments, 1100. Market steady. Fair to good natives, \$3 00@5 20; Texans and Indians, \$2 00@2 50. Hogs—Receipts, \$100; shipments, 4300. Market steady. Prices ranged, \$3 30@3 90. Sheep—Receipts, 700; shipments, nor Market firm. Fair to prime, \$2 40@4 50.

Kansas City-Livestock KANSAS CITY, Mo., Nov. 25.-Cattle-Receipts, 4750; shipments, 3150. Market active and firm. Steers, \$3 20@5 95; stockers and feeders, \$2 10@3 65. Hogs—Receipts, 13,700; shipments, 500. Market active and strong to higher. All grades, \$2 75@3 85.

Sheep-Receipts, 800; shipments, 400. Market steady. Chicago-Livestock. CHICAGO, ILL., Nov. 25.—Cattle—Receipts, 2000; shipments, 3000. Market steady o a shade stronger. Natives, 82 50005 50

ers, \$2 15@2 90; Texans, \$3 00; cows, \$1 15@2 50, Hogs-Receipts, 45,000: shipments, 6000. Market active and steady to higher. Prices ranged \$3 60@4 10. ranged \$3 60@4 10.

Sheep—Receipts, 5000; shipments, 400.

Market steady to strong. Native ewes, \$2 00@4 25; mixed, \$4 10@4 55; wethers, \$4 00@5 25; Westerns, \$4 20@4 65; lambs, \$2 75@5 30.

### Shipped from Chauning.

Correspondence of the Gazette CHANNING, HARTLEY COUNTY, TEX., Nov. 24.—The X 1 T's shipped their last train load of beeves to Chicago for the season, on the 21st inst. And the Reynolds cattle company finished up their shipping on the 23d inst. by a train load of cows for the Chicago market. Fifty thousand head of cattle have been sent from Channing this

The Daily GAZETTE can always as all as B. Glick's t B. Glick's seand, No. 53 set the opera house, near s hotel, Kansas City, Mo. Main stre

#### Special to the Gazette. ROCKWALL, ROCKWALL COUNTY, TEX.

ROCKWALL, ROCKWALL COUNTY, TEX.,
Nov. 25.—J. D. Boydstun has executed a
deed of trust, with R. E. Chandler as trustee, on his stock of merchandise, wares,
etc. The following creditors are preferred:
First national bank of Rockwall, \$3451.14;
B. W. Boydstun and A. B. Gardenhire,
\$2500, and B. W. Boydstun, A. B. Gardennire, J. J. Lowe, I. W. Bailey and D. C.
Fondren, subscribers on replevy bond of J.
D. Boydstun, executed in case of Burnhan,
Hanns Munger & Co. vs. J. D. Boydstun, Hanna, Munger & Co. vs. J. D. Boydstu in the United States circuit court.

Take Brecham's PILLS Telephone 78. The Hallet & Davi

LIVESTOCK AND RANCH ertisements usder this heading, 3 lines I v. 40c; 2 days, 60c; 3 days, 75c; 1 week, 45; 1 month, \$2.65 in advance.]

ANGE-For sale in

# CLASSIFIED COLUMN, CLASSIFIED COLUMN.

SPECIAL NOTICES.

Parties answering advertisements below must address the advertiser and not THE GAZETTE, as this paper has nothing to do with the advertisement further than to print it.

THE GAZETTE cannot undertake to forward reples unless prepaid and addressed envelopes accompany advertisements.

No "personal" notices printed unless accompanied by the name of advertiser.

ARE YOU IN NEED?

1F YOU

Want money.

Want a cook, Want boarders,

Want a partner, Want a situation

Want to sell plants or grain, Want to exchange anything,

Want to sell groceries, drugs,

Want to sell household goods, Vant to make any farm loans,

Want to make any farm loans, Want to sell or trade for anything,

Want to find customers for anything, Want to sell or buy horses, mules or cattle

USE THIS COLUMN

GAZETTE'S LETTER LIST.

List of letters remaining uncalled for in th

Watch this letter list, which is changed daily, for answers to your advertisements, and call for them in person, or send THE GAZEITE ADDRESSED STAMPED envelope so they can be forwarded to you. This rule applies to only such letters as are addressed care of THE GAZEITE. Remember, we do not hold answers longer than seven days after date of receipt.

PERSONAL.

FOUND.

LOST

HELP WANTED

FEMALE.

CTED-A girl can get a

HOUSE GIRL-Wanted

WANTED-For the United Sta

by bodied, unmarried of twenty-one and

BLACKSMITH-

MALE.

[Advertisements under this heading, 3 lines day, 40c; 2 days, 60c; 3 days, 75c; 1 week, \$1.45 1 month, \$1.65 in advance.]

conting and cal attendance. Applicant must epared to farmish satisfactory eving office for Twenty-third infantry at Manufacture.

PLACKSMITH.

T strong Co., Fort W. a. to sell pianos an organs and color cods. Write or call on us.

SITUATION WANTED.

FEMALE.

[Advertisements under this heading, 3 lines day, 40c; 2 days, 60c; 3 days, 75c; 1 week, \$1.4 1 month, \$3.65 in advance.]

perienced lady stenon. Address Lalie T

Can teach to mat Greek. Good references

MALE

[Advertisements under this heading, 3 lines day, 40c; 2 days, 60c; 3 days, 75c; 1 week, \$1.45 1 month, \$3.65 in advance.]

PRINTER—Wanted, a situation printing office some printing office some printing office some printer. The reference given if required, work at reasonable wages. Address, "Printer," lock box No. 60, Bowie, Tex. 24-26

FOR SALE OR EXCHANGE.

WANTED-To sell or exchange for cattle three black part one imported, six good jennets and stallions. Address W. R

WANTED-TO EXCHANGE.

Advertisem into under this heading, 3 lines day, 40c; 2 days, 60c; 3 days, 75c; 1 week, \$1.45; 1 month, \$2.65 in advance.]

WILL EXCHANGE

ay part in necessary, 642 acres
Box 28, Moody, Texas.

WANTED-To exchange for cattle, Fort Worth residence property, consisting of four new dwellings on Bellings

set back from covering and sewerage con-er, present monthly income, \$120. H. B.

TYPEWRITERS.

[Advertisements under this heading, 3 lines i day, 40c.; 2 days, 60c; 3 days, 75c.; 1 week, \$1.45; 1 month. \$3.55 in advance.]

THE TYPEWRITER AGENTS

OFFICE DESKS, FILING DEVICE

TYPEWRITERS SOLD ON EASY TERMS

RITE FORCATALOGUE AND PRICE LIST

29Main street, Dallas, Texas

Mention the Fort Worth Gazette

Building, Fort Worth.

ERNEST R. SCOUGALE,

TENOGRAPHE

ertisements under this heading, 3 lines 40c.; 2 days, 60c.; 3 days, 75c.; 1 wee 5; 1 month, \$3 65 in advance]

STENOGRAPHER-A competen

MEACHER-Wanted a situation

FOUND-In ope

MEMORANDUM BOOK

DININGROOM GIRI

ts under this heading, 3 lines s, 60c; 3 days, 75c; 1 week, \$1.45

counting room on Wednesday, Nove 1891. Persons calling for them will accertised. A. B. 5.

FOR RENT. FOR RENT-ROOMS. [Advertisements under this heading, 3 lines | day, 40c.; 2 days, 60c.; 3 days, 75c.; 1 week, day, 40c.; 2 days, 60c.; 3 day FOR RENT-One RNISHED ROOMS-To re

accompany advertisements.

No "personal" notices printed unless accompanied by the name of advertiser.

Advertisers should remember that letters directed to initials only, are not delivered through the postomice. If initials are used they should be directed to the care of, some person, firm or postomice box. Advertisements can be left at our office, or sent through the mail to This Gararra. Fort Worth, Tex.

In answering advertisements, mention this paper 310 Lamar street-Nicely furn FOR RENT-DWELLINGS.

[Advertisements under this heading, 3 lines 1 day, 40c.; 2 days, 60c.; 3 days, 75c.; 1 week, \$1.46; 1 month, \$3.65 in advance.

WANTED ... BOARDERS. Advertisements under this heading 3 line day, 40c; 2 days, 60c; 3 days, 75c; I w 81.45; I month, 83.65—in advance.]

OARD your family at the Cottag rant, 300 East Fourth street

FINANCIAL. [Advertisements under this heading 3 lines 1 day, 40c; 2 days, 60c; 3 days, 75c; 1 week, \$1.45; 1 month, \$3.65 in advance.]

FOR SALE---MISCELLANEOUS.

TO THE PUBLIC-We are

MOR SALE-Old

MISCELLANEOUS.

3 days, 75c; 1 week, \$1.45

WANTED-Beard and ro AGENTS WANTED.

Wis. X 44. Mention the Fort Worth Gazett

LIST OF BARGAINS. \$15,000 FARM for exchange for any 60 HEAD of good young mules to

Will trade some A 1 residence property for merchandise of most any kind. Address W. L. Ligon, 612 Main street, Fort

DYE HOUSES Fort Worth dyn and sea of lothing of more dyed. Only reliable in the control of t

Celebrated Fort Worth Well Brilling Machinery And the Day Compression Ice Machine ARCHITECTURAL IRON WORK A SPECIALTY.

MENTION THE PORT WORTH GAZETTE. the smallest advertisement properly displayed to the



Wholesale and Retail. FORT WORTH ICE CO. TELEPHONE NO. 200.

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